



The 2006 Buick Lucerne



1. The 2006 Buick Lucerne is the all new replacement for the Buick LeSabre and Park Avenue. The luxury sedan offers three trim levels the CX, CXL and CXS. This is the first Buick model that offers the 4.6L Northstar V8 that has previously been found in many Cadillac models. The GM "Circle +" transponder is standard on all models using the B107 keyway and the G001-G3637 codes. Keys can still be originated using the three 10 minute ignition cycles and duplicated on-board. Remember that the GM "Circle +" keys can only be programmed once, once used they can't be programmed to another vehicle.

To Generate a First Key

To generate a first key I would either attempt to pick out the ignition to read the code stamped on it, OR disassemble the glove box to get cuts 7-10, then get cuts 3-6 from the door by sight-reading or using the GM 6/7 Determinator and finally using a fill code program for cuts 1-2 in the ignition.

Here are the two best websites for Automotive Locksmiths:

www.TheNationalLocksmith.com

Chat, Forums, Editorial,
Online Store, Tech Support

www.Laserkey.com

Product & Technology Sales,
Transponder Information Resources



2. The 2006 Buick Lucerne uses vertical linkages and is easy to unlock. Use the vertical linkage down the front door as shown and lift upward.



3. The vertical linkages are unshielded and easy to grab.

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4. The vertical linkage and the car-opening tool are shown.



5. The glove box lock is easy to remove and contains tumbler positions 7-10.



6. Remove the lock from the glove box housing.

7. There is a small hole in the housing at the front of the plug.



8. Insert a pick into the hole to depress the retainer and remove the plug.



9. The glove box lock contains tumblers 7-10.

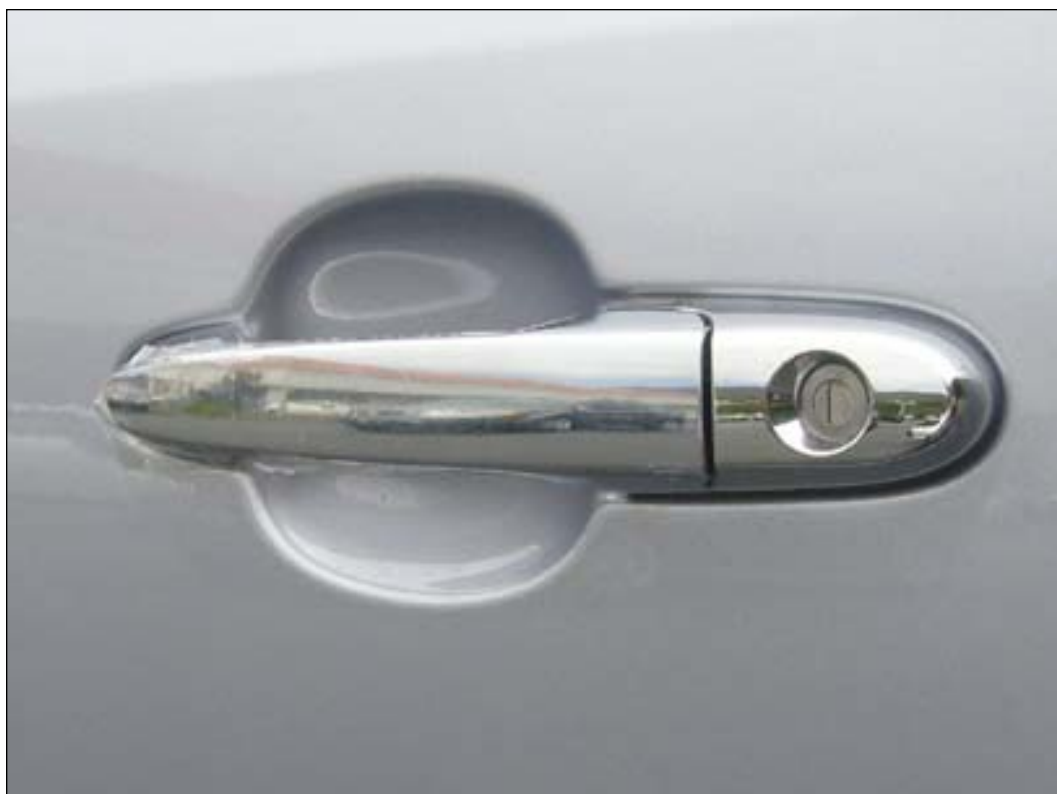


Trunk Lock Removal



10. There is no lock on the trunk.

Door Lock Removal and Disassembly



11. The only exterior door lock on the Lucerne is on the driver's side.

12. There is no lock on the passenger side.



13 The door lock is not too hard to remove. It contains tumbler positions 3-10. I would not remove the door lock to generate a key. You will need to remove the panel to remove the door lock.

14. There is a small plastic cover over the screw that holds on the trim bezel around the inside door handle.





15. Remove the cover and the screw underneath.



16. Remove the trim that is in the front upper section of the door panel. The trim unsnaps.



17. You can now begin to remove the panel. Pull the lower panel outward. Notice the white fasteners that hold the panel to the door. Pull outward carefully.

18. The panel can now be removed.



19. The door panel removed.

20. Next, remove the rubber gasket around the vertical linkage rod.





21. You now have access to the two 10mm bolts that hold the handle and lock to the door.



22. With the bolts removed, you can pull the handle outward and remove the lock.

23. Removal of the lock.



24. The door lock.



25. To disassemble the lock, remove the "C"clip and tailpiece.





26. The door lock has a spring and ball bearing on the rear edge. Watch it fly when you remove it.



27. The next step is to remove the face cap. The cap can be re-used.



28. The lock can now be disassembled.



29. The lock contains tumblers 3-8. They are stamped with their actual depth.

Ignition Lock Removal

30. The ignition lock cylinder plug is mounted to the upper steering column. The ignition lock is held in with an active retainer.



31. Begin by removing the tilt-wheel lever by pulling outward.

32. The tilt-wheel lever removed.





33. After removing the screws from the bottom of the shroud you can separate the plastic shroud.

34. You will need to lower the shroud as far as possible. Note the transponder key antenna ring around the lock.



35. Remove the hidden external Torx screw on the right side of the column.



36. The next step is to insert a pointed probe tool into the ignition lock retainer hole.



37. First make sure the Parking Brake is on fully, next put the car in gear and turn the key to START depress the retainer.



38. The cylinder can now be removed.



39. The cylinder removed.



40. Note the metal strip retainer that holds the wafers in. They are not easily removed or serviced.



41. A view of the metal strips that come with a new lock.



42. The last 4 digits of the code is stamped on the lock. Add a "G" to get the correct code: G2867

KEY GRID	01	MAKE A KEY FOR:	2006 LUCERNE
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Short Cuts	CODES	A) Only the ignition lock has code BUT it must be removed to be seen.
	Transponder	B) Car is equipped with G.M. "PK3" Transponder System.
	1 Key	C) When this vehicle left the factory it used 1 key for all the locks.

NOTE: A) Only the ignition lock has code BUT it must be removed to be seen.

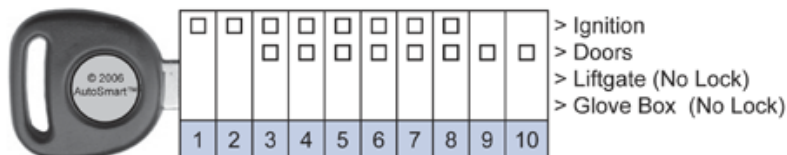
B) Car is equipped with G.M. "PK3+" with Circle Transponder System.

C) When this vehicle left the factory it used 1 key for all the locks.

D) Use the B106 Key as a mechanical test key.

Method #1: Use the GM #7 - 10 Cut Determinator (GM"Z" Keyway - 5 Depths) for cut positions 3 through 10 in door lock. Progression positions 1 & 2 for the ignition key. 

Method #2: Remove door lock and decode the lock for cut positions 3 through 10. Progression positions 1 & 2 for the ignition key.



LUCERNE

CODE SERIES: G 001-3631												
Bow										SPACING FROM TIP	Tip	Cut to Cut: .092
1	2	3	4	5	6	7	8	9	10			
1.034	.942	.850	.757	.665	.573	.481	.289	.297	.205			
Bow										FRAMON SPACING	Tip	
1	2	3	4	5	6	7	8	9	10			
.216	.308	.400	.493	.585	.677	.769	.861	.953	1.045			
Key Blanks											STRATTEC: 693126 / B106 Test Key	
Reed Codes:		N/A				HPC 1200 CM			N/A			
Curtis Clipper:		N/A				ITL MFG:			N/A			
Pak-A-Punch:		N/A				M.A.C.S.:			2			
NOTES: FRAMON—Lay tip stop clip flat against left side of vise, then tip stop key against clip. Set first cut at .216												

DEPTHS

1 = .325

2 = .304

3 = .284

4 = .263

5 = .243



TNL

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 2 = .304
 3 = .284
 4 = .263
 5 = .243



TNL

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